

Invitation to the 7th Session of the GRVA Informal Working Group on Functional Requirements for Automated Vehicles (FRAV)

The seventh session of the FRAV informal group is scheduled for 17 November 2020 between 12:30 and 15:00 CET via web conference.

Session Objectives

The session agenda will cover the following items:

1. Review of the FRAV status and areas of consensus to date
2. Presentation of comments and update to Document 5
3. Discussion of terms “user” and “foreseeable”
4. Discussion of proposals for elaboration of five starting points
5. Discussion of ADS level of safety and approaches for the definition of performance limits
6. The 8th FRAV session is tentatively scheduled for 8 December

The main objective of this session is to agree on an initial set of safety targets that capture the scope of FRAV’s intentions for developing high-level performance requirements.

Submissions

Given the constraints imposed by the web conference format, the co-chairs wish to adhere to a fixed schedule with time limits for each agenda item. Documents may be submitted for consideration; however, the co-chairs may need to postpone their presentation to a future session. All documents prepared for the session, including the session agenda, will be posted on the [FRAV-07 webpage](#) as available.

Additional Background

During the 5th session, FRAV agreed on five starting points from which to derive an initial set of “next-level” safety goals. During the 6th session, Japan presented its review of the 142 candidate proposals gathered during the January session and their relevance to the starting points. Germany provided comments and proposals for revision of document FRAV-06-04. FRAV anticipates further discussion on consolidating these proposals under the starting points. The aim is to reach a common understanding on the scope of the starting points as the basis for organizing work on performance requirements and revising Document 5.

During the 6th session, FRAV received the updated Document 5 (FRAV-06-05). FRAV will consider comments and revisions to this document.

FRAV will continue to discuss approaches to the definition of performance limits. During the 6th session, JRC proposed a combined approach based on driver models and safety envelope methods. JRC also distinguished between behavior requirements and performance requirements. Japan has proposed that FRAV first agree conceptually on the level of safety to be achieved by ADS and then to consider specific methods to define limits aligned with the safety level. Stakeholders are encouraged to provide input towards preparing for work on quantifying performance requirements after FRAV has agreed upon its comprehensive list of safety targets.